

Comprehensive Safety Analysis 2010 (CSA 2010)

CSA 2010 is a major Federal Motor Carrier Safety Administration (FMCSA) initiative to improve the effectiveness of the Agency's compliance and enforcement program. Its goal is to achieve a greater reduction in large truck and bus crashes, injuries and fatalities, while maximizing the resources of FMCSA and its state partners. Since the 1970s, federal and state enforcement agencies, in partnership with the motor carrier industry and many other stakeholders, have progressively reduced the commercial vehicle related fatality crash rate. In an effort to maximize these efforts FMCSA has taken a fresh look at how the agency evaluates the safety performance of motor carriers and drivers and how the agency intervenes to influence improvements in compliance and roadside performance: CSA 2010 is the result. This new compliance and enforcement program covers the full spectrum of safety issues—from how data are collected, evaluated and shared to how enforcement officials can intervene most effectively and efficiently to improve safety on our roads. CSA 2010's data analysis expands on the previous SafeStat system, covering more behavioral areas specifically linked to crash risk.

CSA 2010 is made up of three key elements — **Measurement, Safety Evaluation and Intervention.**

- **Measurement System** – The CSA 2010 Safety Measurement System (SMS) replaces SafeStat in the new Operational Model (Op-Model). SMS

is organized by seven Behavioral Area Safety Improvement Categories (BASICs) to quantify performance: Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances and Alcohol, Vehicle Maintenance, Cargo Related, and Crash Indicator. Every month, SMS measures the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier and to monitor whether safety problems are improving or getting worse.

- **Safety Evaluation** – SMS gives FMCSA the ability to more effectively evaluate the safety performance of motor carriers for purposes of intervention selection and to potentially make a safety fitness determination as outlined in a proposal that will enter rulemaking in late 2009.

Intervention Selection: SMS identifies carriers with safety problems and the results are used to determine the appropriate type of intervention based on the carriers' on-road safety performance and past intervention history.

Safety Fitness Determination (SFD): Under the proposed SFD rule, carriers would get a rating of Unfit, Marginal or Continue Operation based on their on-road safety performance data, as well

as major safety violations found as part of an investigation. The rating would be updated on a monthly basis.

- **Intervention** – The new interventions process is designed to improve unsafe behavior early and to reach more carriers. Interventions range from Warning Letters for carriers with emerging problems, to Onsite Comprehensive Investigations for carriers with serious safety problems. The CSA 2010 interventions enable safety investigators to move beyond fact-finding and verification of violations to a deeper exploration of why the violations occurred and how they can be corrected. Together, with this emphasis on safety improvement, FMCSA continues to employ the full weight of its enforcement authority when a carrier's safety performance requires it.

Op-Model Test – FMCSA launched a field test of the CSA 2010 Op-Model in February 2008 to determine the efficiency and effectiveness of the CSA 2010 operational model. The Op-Model Test began in four states, Colorado, Georgia, Missouri and New Jersey. In those states, half of the carriers remain under the current system, and half are in the test group under the new system. Beginning with Minnesota and Montana in May 2009, a few new states are joining the test prior to full implementation. In the new states, all carriers are evaluated using SMS and are addressed with

the new interventions process. The Op-Model Test completion date is June 2010, and the program is expected to be implemented nationwide later in 2010.

Preliminary Results from the Op-Model Test

So far, CSA 2010 is reaching its goal of maximizing resources by contacting more carriers. One objective of CSA 2010 was to conduct more investigations per Investigator, per month. This goal is being met or exceeded by test state Safety Investigators (SI's) resulting in strong enforcement. Employing the full array of investigations improves the efficiency and effectiveness of the FMCSA's compliance and enforcement program. Investigations in test states have been done in the following proportions:

- Onsite Investigations – Comprehensive (~25%)
- Onsite Investigations – Focused (~45%)
- Offsite Investigations (~30%)

Warning letters are also proving to have a positive impact. Over the course of the test, about 3,000 warning letters have been sent resulting in about 45% of recipients logging into the measurement system to view their safety scores. Feedback from test states indicates that carriers appreciate the early alert:

“...carrier officials thanked us for notifying them of their safety problems... once carrier officials understand that the new system enables them to identify their

problem drivers, a light goes on. They see CSA 2010 as a tool that they can use to stress the importance of roadside inspections with their drivers, to hold their drivers accountable for their on-road safety performance, and to thereby improve their companies' overall safety performance.”

— Daniel Drexler,
Division Administrator in Minnesota

For more information about CSA 2010, visit www.fmcsa.dot.gov/csa2010.